

RAILROAD TIME TABLE.		
MEMPHIS AND LOUISVILLE RAILROAD.		
Arrives.	Leaves.	
Express daily (except Sunday) 8:40	3:15	
Mail Train 8:40	4:15	
Nashville Accommodation 8:40	4:15	
Freight (daily except Sunday) 4:35	5:30	
Ticket Office, 207 Main street, corner of Madison.		

MISSISSIPPI AND TENNESSEE R.R.		
Arrives.	Leaves.	
N. O. Mail (daily) 8:30	3:30	
Express (daily except Sunday) 8:50	4:00	
Freight (daily except Sunday) 4:35	5:30	
Ticket Office, 207 Main street, corner of Madison.		

MEMPHIS AND CHARLESTON R.R.		
Arrives.	Leaves.	
Mail Train daily 8:00	3:00	
Express Train daily 8:15	3:15	
Freight Train daily 8:30	3:30	
Ticket Office, 207 Main street, corner of Madison.		

MEMPHIS AND LITTLE ROCK RAILROAD.		
Arrives.	Leaves.	
Mail Train daily 8:00	3:00	
Express Train daily 8:15	3:15	
Freight Train daily 8:30	3:30	
Ticket Office, 207 Main street, corner of Madison.		

FADUACH AND MEMPHIS RAILROAD.		
Arrives.	Leaves.	
Mail and Freight Train 8:00 a.m.	3:00 p.m.	
Freight Train 8:00 a.m.	3:00 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

RAILROADS.		
LOUISVILLE AND NASHVILLE		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

Great Southern Railroad.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

SCHEDULE.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

MISSISSIPPI & TENNESSEE RAILROAD.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

Change of Schedule.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

MEMPHIS AND CHARLESTON RAILROAD.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

CHANGE OF SCHEDULE.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

ONLY ONE NIGHT OUT		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

LOUISVILLE, CINCINNATI AND ST. LOUIS		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

NEW YORK.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

LITTLE MIAMI, PAN HANDLE AND PENNSYLVANIA ROUTE.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

DAILY THROUGH TRAINS.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

Cincinnati to New York IN 26 HOURS.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

ALL SATURDAY TRAINS RUN THROUGH TO NEW YORK WITHOUT DETENTION.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

FOR THROUGH TICKETS.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

Ticket Offices Throughout the South and Southwest.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

LOUISVILLE AND CINCINNATI Short Line Railroad		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

FOR CINCINNATI AND THE EAST!		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

The Quickest, Best and Only Route		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

Running Three Daily Lines		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

Between Louisville and Cincinnati, passing over the Great Iron Railway Bridge at Cincinnati.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

ONLY ALL RAIL LINE		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

Between Louisville and Cincinnati, passing over the Great Iron Railway Bridge at Cincinnati.		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

ONLY ALL RAIL LINE		
Arrives.	Leaves.	
Express Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

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Mail Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Freight Train daily (except Sunday) 8:45 a.m.	3:15 p.m.	
Ticket Office, 207 Main street, corner of Madison.		

# MEMPHIS PUBLIC LEDGER.

Eight Dollars per Annum. LARGEST CITY CIRCULATION. Fifteen Cents Per Week.

VOL XXI. MEMPHIS, TENN.: FRIDAY EVENING, NOVEMBER 26, 1875. NO 75

## PUBLIC LEDGER.

THE PUBLIC LEDGER IS PUBLISHED every afternoon (except Sunday) at No. 13 South Second street.

The Public Ledger is served to city subscribers by faithful carriers at FIFTEEN CENTS per copy in advance. One year, \$5; six months, \$3; three months, \$2; one month, \$1. Postage free. Subscribers supplied at 25 cents per copy.

## Weekly Public Ledger.

Published every Tuesday at \$2 per annum (in advance). Communications upon subjects of general interest to the public are at all times acceptable. Rejected manuscripts will not be returned.

RATES OF ADVERTISING IN DAILY: First insertion, \$1.00 per square; subsequent insertions, 50 cents. For one week, \$5.00; for two weeks, \$9.00; for three weeks, \$12.00; for one month, \$18.00; for three months, \$45.00; for six months, \$80.00; for one year, \$150.00.

RATES OF ADVERTISING IN WEEKLY: First insertion, \$1.00 per square; subsequent insertions, 50 cents. For one week, \$5.00; for two weeks, \$9.00; for three weeks, \$12.00; for one month, \$18.00; for three months, \$45.00; for six months, \$80.00; for one year, \$150.00.

Display advertisements will be charged according to the space occupied, at above rates—being twelve lines of solid type to the inch. To regular advertisers we offer superior inducements, both as to rate of charges and manner of displaying their favors.

Notice in local column inserted for twenty cents per line for each insertion. Special notices inserted for ten cents per line for each insertion. Notices of deaths and marriages, twenty cents per line.

All ads for advertising are due when contracted and payable on demand. All letters, whether upon business or otherwise, must be addressed to E. WHITEHEAD, Publisher and Proprietor.

## A Romance of the Rail.

They came into the car at a wayside station together. She was in the lead, a position she is not likely to surrender as long as they travel together. A tall brunette, with a sharp face, piercing black eyes, hair black as a raven's wing, a long aquiline nose, with a mole on the side of it, a mouth the cut of which betokened determination and force. She had passed the shady side of the teens and had climbed to the apex of a quarter of a century. He was a guileless youth, over whose low forehead head some eighteen summers had passed, an innocent, boylike, cheerful, just released from his mother's apron strings. On him she cast loving glances, and his face, suffused in blushes, was turned with a timid, appealing look to her.

The car was crowded, and eligible seats not easily obtainable. About the middle of the car a solitary traveler occupied a seat to himself. Thither the irrepressible lady pressed her way. The sedate traveler rose, and with much courtesy invited her to take a seat next to the window, and when she was seated he calmly announced himself upon the vacant half of the chair. By this time the young man whom she was escorting had come up. He placed his hand on the back of the seat, looked appealingly on the face of his protectress, and timidly around the car. He was evidently embarrassed, and did not know what to do with himself. The sharp-nosed brunette eyed the sedate traveler by her side with a sharpness that almost amounted to malignity.

But the traveler seemed all unconscious of the scrutiny to which he was subjected, and looked away over the fields through the opposite window.

The brunette could no longer endure to see her fellow-beast standing forlorn, and thus she addressed the sedate traveler, whose eyes were wandering far away, and whose thoughts were with the dear ones at home:

"I say, stranger—"

"Well, say," responded the sedate traveler.

"Stranger, I want you to know that this young gentleman standing up there is my feller."

"Oh! I'm glad to hear it. How long have you had him? Take care of him, I say."

"Now, you just look here stranger; this young man is my feller, and I'm bound to see that nobody shall impose on him. You hear me? Now if you had any manners you'd just get right up and let him have a seat by me."

"Oh, I'm very happy in your society. You cannot imagine how much pleasure it has given me to furnish you a seat where you can see through the window. Besides, I always took a special delight in being near charming ladies like yourself," replied the sedate traveler.

"But, sir, he is my feller, sir, my bean—do you understand?"

"Is that so? Who would have thought it? And does his mother place him under your protection when he goes abroad?"

"Now, you look here, stranger, me and that young man expects to be engaged, and we've been keeping company together, and me and him wants to have a talk together, and you are real mean if you don't give him a seat by me, so that we can talk; that's what I think."

The imperturbable traveler straightened up, then leaned over in the direction of the sharp-faced brunette, smiled most benignly and lovingly on her, and thus spoke:

"Charming lady, I would be most happy to accommodate you, but you see I'm a pilgrim and a stranger, war-worn and weary, and a long way from home. Besides, my heart is just now beating a tattoo of ecstatic satisfaction because of your charming presence. Being a bachelor, and so near one so lovingly and engaging, how can I forego the pleasure I now enjoy? I have had dreams in my time—bright dreams—as I have wandered through this great big world, of some time meeting one to whom I could reveal all this sad heart of mine would no longer conceal. You are the impersonation of my dreams, and now would you drive me from your lovely side? Say, has no bird sing under your heart? I saw you come as a star rises above the horizon, and the light of your eyes has illumined my soul. Say, beautiful stranger, will you drive me hence?"

in an abashed, timid sort of way, and thus he addressed him:

"Tom, I guess you'd better get another seat, while I speak with this gentleman."

## The Primitive Doctors of Detroit.

Not more than five acres of Michigan had been chopped and logged off before a doctor arrived in the State, and they have continued to arrive ever since that hour. The first hundred or so didn't do much for the set rules of allopathy or homoeopathy. The grand object was to give a sick man his money's worth of medicine and a little over. Drug stores were few and far between in those days, and every doctor carried his medicines with him. Indeed this rule was practiced up to fifteen or twenty years ago, when physicians all at once got the notion that it was more convenient and stylish for the patient's friends to turn out at midnight and walk from one to five miles to get a prescription filled than to be for the doctor to sit by the bed and deal out the drugs.

The first doctors were very energetic and ambitious. If a man fell sick they called it fever, ague, and pushed powders, liquids and other things down his throat until a change occurred. If for the worse, they gave the disease some other name and put on mustard plasters, gave the patient calomel, kept his feet warm, and doctored him on that theory until he rallied or was still further reduced. If he got well it was a big card for the doctors. If he died, the doctors for sixteen miles around would swear that the person couldn't have been cured so.

It can't be ascertained that more than one of those early practitioners ever gave up a patient in despair. That one was a resident of Wayne county, and was called to see a pioneer living seven or eight miles from Detroit. The man had some sort of fever, and the physician attended him a month without noticing any improvement. On the contrary, the patient seemed to be sinking, and fearing to lose practice if the man died on his hands, the physician decided to abandon the case. Calling the wife out doors, he said:

"I can't come any more; I'm going to Cleveland to live."

When she asked about her husband's prospects he replied:

"He is certain to die. I never saw such a case before. I commenced with 'A' in the alphabet of medicine, and have run him down to 'and so forth,' and haven't moved him a peg."

The patient fell out of bed and broke his arm next day, and in three months was able to carry a bushel of wheat to Detroit on his shoulder.

The doctors were just as polite and gentle in those pioneer days as they are now, and catching the spirit of the rapidly-growing country, they felt that time was the great desideratum. A doctor living in Macomb county, when called upon to set a broken leg for a laboring man, examined the limb and said:

"If I set this limb it will be five or six months before you can walk. If I saw it off and make you a wooden leg you'll be out splitting rails in less than three months."

The man declined the generous offer, and the doctor sighed deeply as he rolled down his shirt sleeves.

Those doctors, too, had warm and sympathetic hearts. One of them killed a man in Washtenaw county by giving him poison in place of calomel. Upon discovering his mistake he rode out to see the widow, and after a few preliminary remarks, said:

"I am very sorry, Mrs. Cotter, but it can't be helped now; John was a pretty good man, but there's others just as good. I'm willing to do the fair thing by you, being as it was my mistake. A brother of mine is coming from York State next week, and he shall marry you inside of three months!"

And he did.

And it was just as hard for doctors to collect their bills then as it is now. A Detroit doctor who had doctored in one family three or four years without getting any pay, started out one morning with the avowed intention of collecting something or raising a tornado. He returned after four or five hours, covered with mud, had carved in and blood on his coat collar.

"Get any money of Jones?" asked a friend.

"No, but I squared up with him and left him a receipt in full," replied the doctor, pointing to his left ear.

Half of it had been bitten off.

## Tall Chimney.

Glasgow, in Scotland, claims to have the tallest chimney in the world. The total height from foundation to top of coping is 468 feet, and from ground line to summit 454; outside diameter at foundation, 50 feet; at ground surface, 32; and at top of coping nearly 18. The number of bricks used in the erection was 1,400,000, equal in weight to 7000 tons. When within five feet of completion, the chimney was struck by a gale from the northeast, which caused it to sway 7 feet 9 inches off the perpendicular, and it stood several feet less in height than before it swayed. To bring back the colossal shaft to its true vertical position, "sawing back" had to be resorted to, four men working at a time sawing, and two pouring water on the saws.

The work was done from the inside. Holes were first punched through the sides to admit the saws, which were wrought alternately in each direction at the same joint on the side opposite the inclination, so that the chimney was brought back in a slightly oscillating manner. This was done at twelve different heights, and the men discovered when they were gaining by the saws getting tightened by the superincumbent weight.

## The Petrified Forest in Nevada.

Winnemucca (Nev.) Silver State.

From David Hildout, who has been engaged in preparing a section of a petrified tree for the Centennial exhibition, we learn the following relative to the petrified forest in the desert of North-western Humboldt: On the plain, about thirty miles west of the Black Rock range of mountains, stands one of the greatest natural curios